

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 3:58 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 351 Const Calendar Day: 58 Date: 01-Aug-2012 Wednesday

Inspector Name: Wright, Doug Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 07:00 AM 04:00 PM Break: 00:30 Over Time: 00:00

Federal ID:

Location:

Reviewer: Schmitt, Alex

Approved Date:

Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature	7 AM	12 PM	4 PM
Precipitation			Condition

Working Day ☒ If no, explain:**Diary:**

Dispute

CCO #200s01

Today I was tasked with inspecting the fit-up of the CCO-200s01 suspender protection brackets in the warehouse. Also, I spent some time in the pier 7 office doing prep work to get ready for load transfer (LT).

- I arrived at the pier 7 office at 07:00.
- From 07:00 until 08:30, I created a spreadsheet to help check for minimum thread engagement of the suspender anchor rods in the field. I looked through shop drawings to determine the minimum amount of thread engagement, rod length, & the thickness of the pieces under the socket (suspender bracket bottom flange, bearing plate, shim heights, etc) to be able to know the minimum & maximum amount of anchor rod stick-out below the bearing plate.
- From 08:30 until 10:00, I went to the bridge to check on the status of field work. Only minor misc Cable field work was ongoing (installing suspender jacking bracket rods, hydraulic hoses, etc). Sami Daouk was covering this field work. Also, the ABF Engineers had started marking the remaining jacking length reference marks on the jacking rods in the side-spans. I did a couple of spot check measurements to make sure they were marked correctly. I need to develop a plan to measure them all prior to the start of LT.
- From 10:00 until 11:00, I went to the warehouse to check on the status of the CCO-200s01 work on the suspender protection brackets. 2 iron-workers (Robert Martell & Barry Rothman) were drilling pilot holes in the eastbound cable band to get ready to drill & tap the holes into the cable band.
- From 11:00 until 12:00, I created a spreadsheet to organize the measurements that we need to take to check the remaining jacking length reference marks on the suspender jacking rods.
- From 12:30 until 14:30, I went to the field to take some measurements on the remaining jacking length reference marks on the jacking rods in the South side-span. I checked 2 of the 4 rods (the inner 2 rods) on each phase-1 panel point in the South side-span. All of the measured reference marks were very near the theoretical length in Submittal 2694.
- From 14:30 until 15:30, I again went to the warehouse to check on the status of the CCO-200s01 work on the suspender protection brackets. The following work had been completed by the end of the day: 1) all pilot holes had been drilled in the E-bound & W-bound cable bands, & 2) the stamped lettering in the cable band forgings which would interfere with shims for the protection bracket were ground flush.
- From 15:30 until 16:00, I wrote my diary for the day & checked email.

04-0120F4 Bid Item: 067 C-SUS-SCC.067 Install Suspender Clamps, Separators, Collars

AMERICAN BRIDGE/FLUOR, A JV

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
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Contractor: AMERICAN BRIDGE/FLUOR, A JV



ddrRptbyBidItem

Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name Wright, Doug

Diary #: 351

Date: 01-Aug-2012 **Wednesday**

Ironworker	JNM	BARRY ROTHMAN	8.00	0.00	0.00	8.00	About 4 hours on CCO-200s01 work	<input type="checkbox"/>
Ironworker	FOR	ROBERT RUSSELL	8.00	0.00	0.00	8.00	About 4 hours on CCO-200s01work	<input type="checkbox"/>